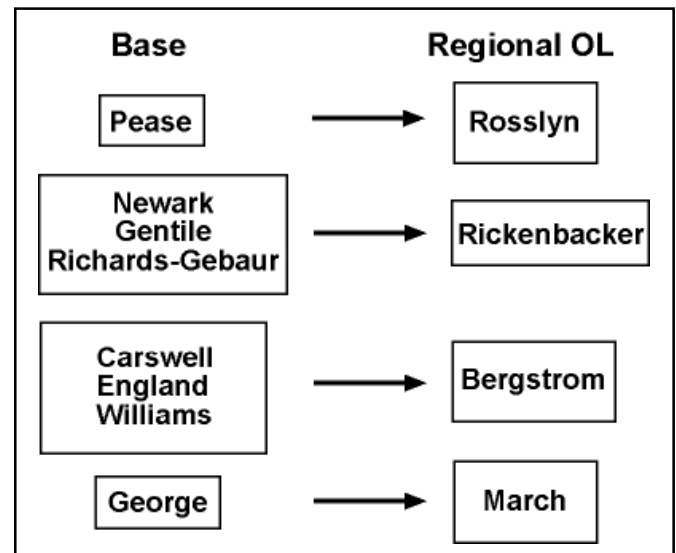


On October 1, 1998, management of seven operating locations will transition to four regional operating locations. Consolidating the workload of individual BRAC bases will allow for more effective and efficient management of AFBCA's resources and commitments, while ensuring that the requirements of all its operating locations continue to be met.

The seven operating locations affected are: Carswell AFB, Texas; England AFB, La Gentile AFS, Ohio; George AFB, Calif.; Newark AFB, Ohio; Pease AFB, N.H.; Richards-Gebaur AFB, Mo.; and Williams AFB, Ariz. At the same time, four regional operating locations will be established: Rosslyn, Va.; Rickenbacker ANGB, Ohio; Bergstrom Air Reserve Base (ARB), Texas; and March ARB, Calif. Opposite is a diagram of how responsibilities will be assigned.

This special edition is dedicated to these seven operating locations. The following pages are both historical and reminiscent of the AFBCA people, their successes and accomplishments. We salute them and express our best wishes to our many friends and co-workers who are part of the AFBCA "family".



Workload for three Division C bases moves to Bergstrom Operation Location

by Gwen Brewer
Office of External Affairs

Management of three Division C BRAC 91 bases will shift to the Bergstrom AFB TX Regional Operating Location on September 30, 1998. Carswell AFB TX, England AFB LA, and Williams AFB AZ have reached a stage where it is more efficient to combine operating costs at one location.

Consolidating these operations into the Bergstrom Regional operating Location will result in annual savings of \$1,166,000," said Charles R. Hatch (retired), Division C program manager.

"At Williams, AFBCA spends approximately \$200,000 a month on utilities, said Dick

Pautz, site manager for the Regional Operational Location.

Pautz credits the AFBCA team members for the progress, already made in transitioning the workload to Bergstrom.

"Regionalization would not have been possible without the team members," said Pautz.

"They are undoubtedly the best staff anyone can have," said Pautz.

"They did a fantastic job, and had the proper attitude about the closure process, working long hours, often 60-70 hours a week, to make this happen," he said.

"Each regional operating location will continue the relationships established with the local community representatives, and federal and state agencies," said Pautz. Pautz met with community leaders in the Carswell, England and Williams areas to assure them that their concerns and interests will still be met.

"We are available by phone and other means and will react as quickly as if we were at the local base would, said Pautz."

DIRECTOR'S MESSAGE

Regionalization: the next phase in the conversion process

by Mr. Albert F. Lowas, Jr.
Director

Two and a half years ago, we formulated a concept for more efficient management of our resources to reflect our workload as a result of the progress in successfully accomplishing our mission of base conversion.

On September 30, we will take a major step in that plan as the work at seven (7) Operating Locations (OLs) will transition to Regional Operating Locations (ROLs):

- Carswell, England and Williams OLs will consolidate their operations into the Bergstrom ROL;
- Gentile and Richards-Gebaur will transition to the Rickenbacker ROL;
- the remaining work at George will be handled by the March ROL; and
- Pease will become a part of the Division A ROL here in Arlington, Va.

The majority of these base properties are slated for transfer or are already in the hands of communities for reuse. Most are at or close to having their last remedial project in place.

The successful transfer of these properties to the communities and other recipients for reuse could not have occurred without the hard work, dedication and contributions of the people at these OLs. You are what makes base conversion work, and I am proud to be associated with you.

Our emphasis continues to be to take care of our people. I am pleased to say that in most cases, we were able to redirect our resources to minimize the

impact on you. As of right now, 20 people will retire or resign and receive a form of voluntary separation incentive; eight were placed through the Priority Placement Program (PPP); four were placed in new jobs within AFBCA; one resigned and two found jobs on their own. An outstanding report card for Ms. Joyce Truett, Executive Services, and Ms. Judy Anstine, 11th Support Wing Civilian Personnel, who worked diligently to ensure no stone was left unturned to achieve 100% placement of these people. I commit to you that we will remain actively engaged in our efforts to place everyone impacted by OL drawdowns to the maximum extent possible.

In this issue of Conversion Connection are reflections on each of the OLs that are regionalizing...how each has contributed to the success of AFBCA in their own unique way, and the people who have made this transition possible.

Our people have done an outstanding job transitioning military property to civilian reuse – housing facilities have been converted to retirement communities, rental housing and other uses; former military hospitals are now medical and dental offices; hangars that once held military aircraft now house civilian cargo planes and a former BX and commissary are used by visa and passport centers



Mr. Albert F. Lowas, Jr.

among other uses. You have proven that base conversion works!!

Cleanup and successful reuse of our Air Force bases is progressing steadily. Regionalization will make it possible for us to balance our responsibilities as a good steward of resources with our commitment to our mission.

It is up to all of us to get the message out: we remain firmly committed to continue working closely with our LRAs as we finish the task of making property environmentally ready for transfer to other uses within the community. We will fulfill not only the letter, but the spirit of the law to ensure these communities remain informed and involved in the environmental restoration of our bases. The partnerships we have developed with the community and Federal and State regulators are key to our continued progress and we will stay the course until the last action is completed.

I know I can count on all of you to make this a smooth and successful transition and to continue to be responsive to our LRAs and the communities we serve.

My special thanks to the staffs of the seven OLs regionalizing as well as the OLs that are downsizing on September 30. We are proud of the outstanding accomplishments of each and every one of you and sincerely appreciate your contributions to the future of the United States Air Force.



Conversion Connection is an official, non-directive departmental publication. Its purpose is to educate, inform, motivate and update AFBCA employees on policies, programs, plans and news of the base conversion process and related activities. The views and opinions expressed in the periodical are those of the individual author, and not necessarily those of the Department of the Air Force or of the AFBCA.

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“Willie”— still flying and training

by Gwen Brewer
Office of External Affairs

From 1941 when it opened as the US Army Air Corps Flying School, to 1993 when it closed, Williams AFB graduated 27,000 pilots. At one time one of the nation's busiest airports, the base had been known by many names, including Higley Field, Mesa Air Base and Mesa Military Airport.

Williams AFB or “Willie” as it is affectionately known to pilots, was the Air Force's foremost pilot training facility for more than 52 years. Twenty five percent of the Air Force's pilots trained on a variety of trainer, fighter and bomber aircraft.

When the base closed, it created a loss of more than 3,800 military and civilian jobs and a 300 million dollar loss to the local economy.

But this is a good news story. The closure brought the community together. Knowing that the area's survival was up to them, the local communities immediately organized to decide what to do.

The Williams Base Reuse Advisory Committee agreed to develop the former installation as an aerospace center and educational, research and training facility. The group also decided to divide the property into several parcels to accommodate a large variety of tenants.

The largest transfer, 3,020 acres, now belongs to the Williams Gateway Airport Authority. The central part of the base consists of dormitories, family housing, recreational facilities, and is now home to several academic organizations. Among other reuses are “Toka Sticks Golf Course” purchased by the Gila River Indian Community and Arizona National Guard's “Project Challenge”. The federal government is also represented.

Many of the original AFBCA staff are employed or retired in the local area. With their job complete, the remaining AFBCA workers will depart the former base on September 30.

Two AFBCA staff members will retire on September 30 when operations move from Willie to the Regional Office in Austin TX.

William M. (Bill) Nelms has been the AFBCA installation manager at Williams for the last three years. He will remain in his beloved Arizona.

James (J.C.) Combs, AFBCA facilities manager, retired from the Air Force at Williams before he came to AFBCA. He will also remain in Arizona.

Charles R. Helms, environmental engineer, will resign and remain in the local area. He joined the engineering group at Williams in 1991, and worked with AFBCA since 1993.

Greg Karnath, who is retired from the Air Force, has provided administrative support and will also remain in the local area.

Other AFBCA members retired or moved to other areas. Joe Martin, the first site manager, retired in 1995. Theresa Snyder works for the Department of Transportation in Phoenix. Nancy Watkins and Jean Stark moved to Kirtland AFB NM. Dr. Bill Harris and Jim Husbands are now with Texas A & M University. Dan Lane works for the Federal Highway Department in Indiana. Nickie Dillon and Myrna Cometa retired in 1996 and 1997 respectively. Mike Breazeale works at Warner-Robins AFB GA.

Nelms credits location and timing for the success of the transition at Williams Gateway Airport and the Williams Campus. “The base was available, the community wanted to expand, from there it's history,” Nelms said.



Bill Nelms and J. C. Combs go over last minute plans

“Crossroads of America” in transition

by Shirley Curry
Office of External Affairs



Steve Thompson, Gentile BEC, and Dave Wagner, DLA employee, stand in the traffic circle in front of the Bank One building holding a sign made from letters that were originally on the entrance to “Gentile Station”.

In the heart of Dayton metro where north, east, south and west meet, surrounded by the city of Kettering, sits a triangle-shaped parcel of land that was once called Gentile Air Force Station (AFS). The 164 acres were considered a source of military-related employment in the region for over a half century. Rows of neatly-lined warehouses were once used to store supplies that were unloaded by WWII prisoners of war.

Anyone who remembers Gentile AFS in those days won't recognize it today. The streets have either been moved, repaved or renamed...most of the buildings have new facing and rooflines...and a circular drive graces the sweeping entrance to a glass-paneled building that looks out over Wilmington Drive.

Sparked by the BRAC 93 base closure announcement, the installation has been transformed into a bustling hub of diversified commercial operations today. And yet another transition is waiting in the wings for the former Gentile AFS. This time, the AFBCA OL will close on Sep. 30, 1998, and its functions will be conducted by the Rickenbacker ANGB OL, which is being assigned the status of a “regional” OL.

Team work and partnering have accelerated Gentile's restoration and allowed the installation to be available for economic reuse so quickly. The base was the last BRAC 93 base to close, yet a Record of Decision was signed in April, 1996 — eight months before the base closed December 31, 1996.

(Continued on Page 6)

England Airpark — a model conversion

by Gwen Brewer
Office of External Affairs

"England Airpark should serve as a model for how a community can survive the trauma of closure.

"Honorable John J. Hamre, deputy Secretary of Defense.



Mr. Coleman visited England AFB in 1995 to present long-term lease to community.

When deputy Secretary of Defense Hamre visited the former England AFB last year, he was impressed with the progress made by the local communities and AFBCA. Successfully reacting to challenging situations is normal for the Alexandria, LA community.

From the time the Army Air Corps leased the facility from the city in 1945, to its closure in 1992, England AFB and the community played a significant role in the nation's defense.

Alexandria Army Air Base was first used to train B-17 combat crews, averaging 45 crews per month. In 1946, the base was turned over to the City of Alexandria for use as a municipal airport. Department of Defense leaders decided to reactivate the base during the Korean conflict. Renamed England AFB in 1955, the base remained active until it closed in 1992. Over the years, airmen at the base trained, flew and repaired a variety of aircraft, including the B-17, B-29, F-84,

F-86, F-100 and WWII B-26, T-28 and C-47. The England Authority is preserving the base's admirable history in the England Airpark.

It only took 15 months for England AFB to close. In 1995, a long-term lease with the England Authority was signed, turning over almost an entire base, 2581 acres, for one dollar annually for the term of the lease.

Floyd Hebert, AFBCA England AFB site manager, and his team worked with the local community to accomplish this feat. According to Hebert, the cooperation between the base and community is considered a model for doing it right.

The forward thinking community decided what steps to take before the closure issue was final. Instead of seeing the base's closure as a severe blow to the local economy, James Meyer (now deceased), president of the Chamber of Commerce; Alexandria, LA, Mayor Ned Randolph; and the communities of Alexandria and Pineville organized early. Individuals in the group spoke with one voice and motivated their local officials and community organizations. As a result

they found themselves a major tenant at the base before it even closed.

Working with AFBCA, the Environmental Protection Agency, local and federal agencies and government officials, the community came up with a plan whereby the economy accelerated rather than declined. Instead of losing jobs, the Alexandria, LA community doubled the number of civilian jobs after the closure of England AFB.

When AFBCA's day-to-day operations move to Bergstrom on September 30, the Agency will have: turned over all real property in a 55 year lease and issued three deeds; disposed of all personal property; facilitated the creation of numerous jobs; and put in place \$42 million dollars in environmental cleanup remedies.

What will the AFBCA workers do? Several have already gone on to do other things.

The remaining six AFBCA workers will take the opportunity to retire with the England AFB OL's closure. Floyd Hebert, the England site manager, leaves after 38 years of government service as an engineer with NASA and the Air Force. Edward Vigee, BRAC environmental coordinator, retires after 47 years as a pilot and engineer with the Army and Air Force. Velda "Fern" Posey progressed through 27 years as a stenographer, realty specialist, and realty officer. She will spend more time as a free lance realtor. Victor Koelling, a contracting specialist and officer since 1969, retires with 29 years of government work. Catherine Lacour worked with the Air Force and Navy during her 35 years. Jane Snow plans to start a computer business in her home after almost 30 years with the government.

When assistant secretary of the Air Force Rodney Coleman signed the long-term lease in 1995, he said "Change is certain

... progress is not." The successful transition of England AFB to the England Airpark proves that progress is possible when the community and the government work together.

Carswell AFB gives way to “Joint Use”

by Gwen Brewer
Office of External Affairs

Carswell AFB is one of a very few Department of Defense facilities to close with one BRAC law and come back with a new mission following another BRAC decision.

The base came into existence as Carswell Field in 1941 at Tarrant Field Airdrome outside Fort Worth, Texas. The Airdrome became Fort Worth Army Air Field in 1942, following the attack on Pearl Harbor.

“In 1991, BRAC law directed the closure of Carswell AFB, the relocation of the 7th Bomb Wing from Carswell, and the retention of the Air Force Reserve unit,” said Nancy Audelo, AFBCA contracting officer at Carswell operation location.

Then, in 1993, a BRAC decision directed the relocation of the Naval Reserve Operation from Love Field to Carswell AFB. At the same time, it was decided that the nation’s first joint reserve would be established at the former Air Force base with the Navy as host. The first tenants would relocate from Naval Air Station Dallas. The majority of the property was transferred from the Air Force to the Navy.

Creating this model base not only increased Reserve readiness and

training capabilities, but also has significantly enhanced the total capability of the military.

The Texas Air National Guard, Army National Guard and the Fleet Logistics Support Squadron 59, will soon join the existing units at the Naval Air Station Joint Reserve Base, Fort Worth.

Of the remaining property, the Federal Bureau of Prisons will receive 122 acres, buildings and facilities; the Department of Housing and Human Services was assigned seven acres and 20 Wherry family housing units; and the Department of Education received some property. As a tenet of an Economic Development Conveyance, 374 acres went to Westworth Redevelopment Authority.

With most of the major issues at a point where they can consolidate under the regionalization concept, only two of the original AFBCA employees remain on the site today. Nancy Audelo, contracting officer, will transfer to the 301st Air Force Reserves Tactical Fighter Wing at Navy Air Station Fort Worth as Chief contracting officer. Elliot Smith, environmental engineer, will stay in Fort Worth with NAS Carswell.

All other AFBCA’ers have taken other positions. Frank Gray, environmental engineer, is now head of Navy Environmental at Dallas NAS. Roberto Hernandez, environmental tech and budgeting officer, is now working for EPA at Region 6 in Dallas. Michael Motwin, environmental engineer, is chief of safety at the Air Force Testing Center in Tennessee. Diana Cupp, executive assistant, works with the US Immigration and naturalization service in Dallas and Fort Worth. Alvin Brown, environmental engineer, is now the environmental engineer for AFBCA Regional Office at Bergstrom AFB, TX. Olen Long, former site manager, is working for a local environmental company. Alan Wayne Flolo, environmental engineer technician, works as an engineering technician with the 301 AF Reserves Tactical Fighter Wing at Dallas Navy Air Station. Danna Burton is working for the Bureau of Prisons, Federal Medical Center at Carswell. Cathy Dee, real estate specialist, moved to Washington DC as a real estate specialist for the Air Force.

Remarks from the Region

Interview with Tony Clymer, Rickenbacker Site Manager

CC: How will you balance the workload of these two additional OLs with the work you already have at Rickenbacker and Newark under the regionalization concept?

Clymer: The ROL is poised to accept the additional workload. While regionalization presents us with a multitude of challenges, the past few years have prepared our staff to face these challenges. Our workload at each of these bases has matured to the point where regionalization makes sense. Regionalization is another word for “leveraging resources”. I look at this as an opportunity for our staff to play a key role in completing our mission.

CC: What are your plans to ensure that the four bases you have to oversee will be a success?

Clymer: Smart use of our resources, a commitment to complete our mission and being responsive to our communities are all keys to success. Initially, an Environmental Engineer or Specialist will be assigned to each base. As our programs reach maturity, we will maintain flexibility in prioritizing work to meet the needs of the region. Keeping a close watch on workload and making adjustments where needed will help to ensure property transfer actions and environmental programs stay on track.

CC: Do you believe regionalization will help or hinder the mission of the organization?

Clymer: As we convert military bases to civilian economic engines in BRAC communities, there will be a continuing need to balance our responsibilities as a good steward of resources with our commitment to the mission. Regionalization is a logical, and necessary, step in that process.

From military center to mixed-freight hub

by Shirley Curry
Office of External Affairs

Another change is on the way for Richards Gebaur Air Reserve Base (R-G).

R-G already experienced change before it was announced as part of the BRAC 91 round of base closures. It was originally slated to close in 1973, only to be followed with a partial closure, several realignments and mission changes that culminated with BRAC 91.

Richards-Gebaur is expected to become an intermodal rail shipping hub for the Kansas City area in the near future. If approved, the center will include rail and truck and possible air transport facilities.

As of Sep. 30, responsibility for the cleanup and reuse of R-G will be consolidated into AFBCA's Regional Operating Location (ROL) at Rickenbacker Air Guard Base. Though the Army and Marine Corps will remain on the former base, this date marks the end of a whole era of Air Force presence on R-G.

Eleven leases are in place, awaiting final decision on reuse and method for transfer, and environmental cleanup is proceeding on schedule. The work taking place now is unchanged by the new intermodal reuse of the property.

A strong partnership between the military and the community has developed over the years. The base has played a major role in the lives of the Kansas City-Belton residents. For several years, R-G Airport hosted the Kansas City Festival of Flight air show, which featured performers such as the U.S. Air Force Thunderbirds, the U.S. Navy Blue Angels, the U.S. Army Golden Knights, and others.

Garey Reeves, R-G's former installation commander, has been at the helm as the AFBCA site manager since early 1994. Part of that time, he was also site manager for Lowry and made weekly treks up to Denver to handle conversion activities at that OL. Mr. Reeves will be retiring and starting up a new business in the Kansas City area. "This has been a particularly interesting time for me, because although I was the AFBCA site manager, I had to balance that role with that of being a DoD transition coordinator," said Reeves.

Ellen Valade, the AFBCA itinerant contracting officer, landed a new job with the National Guard in Detroit,

Michigan as Chief of Contracting. Robert Zuisse will be staying in the Kansas City area. Robert Lodato was able to find a slot at McClellan and since moved to Korea. The secretary, Donna Wilson, left some months ago for a job with the Marine Corps Support Activity in the local area. Mike Nicklow, currently at Wurtsmith, will relocate at our ROL to become the new BEC, replacing John Fringer who has been overseeing the environmental program from his office in Arlington, VA.

"Richards-Gebaur has come a long way. Because of its progress, we are able to consolidate the decreasing workload into another OL, making it possible for us to leverage our resources more efficiently," said John Carr, Division B program manager. "The staff has done an outstanding job...I am proud to have been a part of this dedicated team of professionals."



Garey Reeves, Ellen Valade & Robert Zuisse pose one last time in front of the OL sign.

(Continued from Page 3)

By Sep 1997, BancOne began operations as a credit card processing center in two buildings, generating approximately 2,000 jobs. Another company predicts its leading-edge operation will make Kettering Business Park "Silicon Valley-Midwest". A Defense Finance and Accounting Service (DFAS) satellite finance service center is the federal government's presence on the installation.

Under the leadership of Tony Clymer, site manager, staff at the Gentile Operating Location has worked hand-in-glove with the city of Kettering to facilitate the redevelopment effort and environmental cleanup of the property. Steve Thompson, Gentile AFS's BEC, spearheaded the environmental cleanup effort, with help from Al Friedstrom, Rickenbacker ANGB BEC, to make sure that property was environmentally ready for transfer. As a result of their hard work, 111 acres have been deeded, and 28 acres are under long-term lease.

It is not surprising that Gentile was recently distinguished by the National Association for Installation Developers (NAID) as "NAID Facility of the Year."

"Today few people are left, but fortunately all the Gentile team was placed in new jobs. Donna Sipniewski, our only secretary since the OL was established, recently landed a new job at Wright-Patterson AFB. Dave Wagner, a DLA employee helping us out, will retire on Sep 30", said Thompson.

What happens next? Mr. Thompson will be assigned to the ROL at Rickenbacker ANGB, and will continue to serve Gentile. You will be able to reach him at Gentile using the same telephone number, (837) 643-9640, or through a toll free number that has been established to reach Mr. Thompson or Mr. Clymer at the ROL in Rickenbacker. The number is (877) 232-2232, Ext. 10 or 877-AFBCADB.

"The Air Force has always been committed to meeting all of its environmental and public participation goals and requirements and we will continue to do so during the remaining phases of the Installation Restoration Program," said Mr. Clymer. "The base cleanup process will proceed on schedule with the support of the public."

Pease, a study in success

by Carl Sahre
Office of External Affairs

"There is more business activity at Pease International Tradeport than anywhere else in New England." Those were the comments of Jeff Marble, a 30 year veteran of the real estate scene in Portsmouth, New Hampshire. The consensus of opinion is that things are rock solid for the former Pease Air Force Base in the Granite State.

When the base closed in March of 1991, the Portsmouth area was in the middle of an economic recession that hit the Northeast hard. There were 1,100 civilian employees working at Pease. The base closing caused high anxiety, anger and despair.

Today Pease AFB, now known as the Pease International Tradeport, is a thriving success story. Through the efforts of the Pease Development Authority (PDA), the State of New Hampshire, the local communities and the Air Force, the development at Pease has been exceptional. As one local newspaper editorial put it Pease "is one of the region's dominant centers of economic development." There are dozens of businesses located there, including the fastest growing air cargo port in New England, an international training center, a brewery, financial center, a new 90-room Marriott Residence Inn, an \$8 million office complex, the National Passport Center, the National Visa Center, and contraction is now underway for a \$4.5 million passenger terminal and a 45,000 square foot cargo center. There are now almost 2,000 jobs on site with expectations to double that number.

From the beginning AFBCA site manager Richard Jones (now retired) and Site Manager/BRAC Environmental Coordinator (BEC) Arthur Ditto, have sought to make the Pease conversion a model of success concurrent with successful environmental cleanup. This has been done through a partnership between the Air Force, the EPA, the New Hampshire Department of Environmental Services, the Pease AFB Restoration Advisory Board and local citizens and oversight groups,

all working closely with the local redevelopment authority, the PDA.

According to Ditto, "the agency aim has been to complete or implement the clean up actions as soon as possible in order to allow the Air Force to transfer base property to the Pease Development Authority. The PDA in turn can lease out property for economic development."

"It's been a real united effort on the part of the AFBCA team at Pease from the beginning," Ditto said. Gary Kuwabara, the original Real Property Officer (now at McClellan AFB), was extremely

valuable according to Ditto, as were environmental engineers, Mark McKenzie and Jay Flagg. McKenzie left two years ago for a job in private industry; Flagg is still with AFBCA, helping out at Chanhute. Jim Winder, Facilities Manager, is about to retire. Winder has been a "jack of all trades", working as quality assurance evaluator and pitching in to handle some real estate work when Andrea Ziemian moved to AFBCA Rosslyn, VA a few years ago. "Actually, Ziemian's departure was the



In one of last photos of the Pease team, Richard Jones, former Pease OL site manager, accepts Certificate of Appreciation from former Assistant Secretary Rodney Coleman, flanked by members of the Pease team, (l to r): Andrea Ziemian, Jim Winder, Carol Ogilvie, Joyce Frank, Arthur Ditto, Jay Flagg.

real beginning of the transition because much of the real estate support for Pease transitioned to Rosslyn at that time," Ditto added.

With virtually all of the property now under long-term lease, the PDA can now continue with their impressive efforts in the development of the Pease International Tradeport. Their record is impressive and the future holds a continuing opportunity. Jeff Donahue, a vice president with RKG Associates in New Hampshire with an extensive background in base closure and reuse activities, knows that success and Pease are synonymous, "Pease is clearly one of the most successful military base reuse projects, not just in my eyes, but in the eyes of the Department of Defense."

Mr. Ditto will remain at Pease AFB through September, 1999 during the regionalization transition process, relocating to the New Hampshire Air National Guard area.

Heated controversy in the high desert is cooled by conversion

by Linda Geissinger
Office of External Affairs

Hunkered in the high desert of the Victor Valley, CA, the George Operating Location (OL) was once in the midst of a hotbed of conflict. Early reuse efforts were stalled by local efforts for control over the land and water.

Today, local communities have settled their differences and, although slowly, private companies are setting up shop at the former base, now called the Southern California International Airport.

The four remaining 'BCA' employees are in the process of packing, and most will move to the March OL, a regional hub for southern California OL's. No one lost his or her job as a result of regionalization.

Bill Collins, the site manager at George, has run the March OL since April. He oversees remaining activities at George and manages March's conversion. Glyn Turner, the George OL secretary, will work at March



Remaining staff Harold Reid, Glyn Turner, and Bill Collins pack up the George OL.

starting in October as an environmental administrator. Bob Sommer, the former George BRAC Environmental Coordinator, scored a new job with the Corps of Engineers at Fort Irwin, CA. Harold Reid, a George environmental engineer, will perform as the George BEC through September. He will then be reassigned to the Regional OL. Catherine Ryan, a temporary AFBCA employee, is staying on until Feb. 1999.

"We are regionalizing our people to March ARB because our job at George, like many other BRAC I bases, is winding down," said Dale Jackson, Program Manager for Division D. "Unfortunately, a measure of our success is working ourselves out of jobs. Fortunately, we have a lot of work left to do at other bases. We can, in most cases, redirect our resources and keep



Harold Reid

people who want to stay with AFBCA."

At George, key property transfer and environmental work is well on the way to completion. The 5,226 acre facility has 4,286 acres in reuse, plus 940 acres in use by the Federal Bureau of Prisons. Remaining environmental work includes finalizing the Records of Decision for the jet fuel plume and the landfill and miscellaneous sites. Currently, the George Restoration Advisory Board meets annually.

Conversion was a particular challenge for all BRAC I bases, and many lessons have been learned and improvements to the process made as a result of experiences like those at George.



Bill Collins